

AQUITANIA IN LATE; DAMAGED IN STORM

Giantess Struck and Flooded by 70 Foot Wave When Two Days Out.

WATER IN STATEROOMS

Capt. Charles Says Gale Was Worst He Had Met in 42 Years at Sea.

CREW HIGHLY PRAISED

Seamen Work 30 Hours Without Relief and Reassure Passengers.

The giant Cunarder Aquitania, steamed into port yesterday, delayed thirty hours by what Sir James Charles, her skipper, called the worst storm of his forty-two years at sea. Her 2,706 passengers were immensely relieved at the sight of land.

Differing estimates were made of the size of the waves that broke over the 900 foot vessel, but there was concrete evidence that the boat deck, 70 feet above the waterline, had been swept from stem to stern. There were even marks of salty spray on the red paint of the funnels, 80 or 90 feet above the sea.

When the storm was at its height on Monday night, the ship was drenched by rain and the sea was so high that the ship was forced to spend Monday night and Tuesday night huddled in the lounge wrapped in blankets because, their sleeping quarters had been rendered uninhabitable.

Gale for 24 Hours.

When the Aquitania weighed anchor at Cherbourg a week ago yesterday the day was sunny and pleasant, said Sir James, and there was no hint of the turbulent weather ahead until Sunday night at 6 o'clock the wind began to freshen, the barometer dropped like a plummet and the hurricane was on. By midnight the wind had attained the velocity of a gale, and it continued thus for more than twenty-four hours. The log entry for Monday read: "Heavy gale, high, dangerous sea, with a high, significant statement in view of the moderate language always employed by ship captains."

Monday morning found the Aquitania plunging through mountainous seas, her engines throttled down to less than half speed. About 8 o'clock the storm seemed to reach its high point, and tons of water swept the decks and left a trail of splintered doors and window frames. Even the Reuben suite, occupied by Charles E. Peters of the Middle States Company and Mrs. Peters and their daughter, did not escape invasion by the storm. Mr. Peters was in bed, unable to sleep, when several portholes crashed in, burying him in a flood of icy water. It was later that the Rocky Mountains were up and hit him.

Other Ships in Trouble.

In the midst of the excitement the ship's radio was receiving word of other ships in trouble nearby. A message from the Cardiff Hall, bound west for New York, told of a second mate and a woman swept overboard. A Japanese freighter 275 miles away reported a broken rudder and wanted a tow into port.

The barometer at one time reached 28.28, the lowest point in the memory of Capt. Charles since 1888, when he was in command of the Cunarder Lucania. Considerable alarm prevailed in the third class quarters, but it is doubtful whether the passengers there, kept below decks and behind tightly clamped portholes, ever realized the full fury of the storm. The steadiness of the big ship in the midst of the towering waves was marvelous, according to Reginald McKenna, former Chancellor of the British Exchequer, who was of the saloon passengers. All the crew was ordered on deck worked without relief for thirty hours. An important part of the crew's duty was the attempt to reassure passengers that there was no danger. When all was over the passengers got together and subscribed \$1,300 for the lads in the forecastle.

PIGEONS IN 250 MILE RACE.

Word was received in Goshen yesterday that 200 homing pigeons, sent to Port Jervis in five crates, were released there and began a race home to New Bedford, Mass.

James Sigler, express agent at the Erie Railroad station in Port Jervis, released the pigeons. They flew around in a circle and then all started eastward on a journey of 250 miles to their coops in New Bedford.

Bottle Turns Boomerang and Injures Man's Skull

IRVING ASHTON, motorman on a trolley car crossing the Keaney meadows between Newark and Jersey City yesterday, took advantage of the absence of traffic to drink some coffee from a bottle. He then opened the door of the car and threw out the empty bottle. It struck a telegraph pole a few feet away, rebounded and struck him, fracturing his skull. The conductor stopped the car and summoned an ambulance from Stump Memorial Hospital, where it was said last night that Ashton's condition was serious. His home is at 85 Forest street, Kearny.

MRS. MAYHEW'S KIN TRY TO BREAK WILL

Attack Bequests That Leave Bulk of \$350,000 Estate to Negro Colleges.

A fight has been started by relatives of Mrs. Callista S. Mayhew, widow of Francis Le Baron Mayhew of South Orange, N. J., to upset her will leaving the major portion of her \$350,000 estate to negro institutions in the South. After scores of bequests, including nominal sums to her kindred, the testament leaves two-sevenths of the estate residue to the Snow Hill Normal and Industrial Institute, Alabama, and a like share to the Good Will Home Association, East Fairfield, Me., one-seventh each to the Hampton Normal and Agricultural Institute, Virginia; Tuskegee Institute Training School for Nurses, Alabama, and Atlanta University, Georgia.

In addition, the Good Will Association receives \$6,000 for a scholarship fund and the others get \$5,000 each outright. The case will come up within a few weeks with an imposing array of counsel. At least ten wills were made out by Mrs. Mayhew, who died last December, at the age of 94 years. The relatives allege she lacked testamentary capacity. A feature of the bequests is a list of half a hundred "messengers of love," as Mrs. Mayhew described friends who are allotted \$500 each, "to be expended by them at such times and in such manner as they may severally have opportunity." In addition, Mr. Mayhew's Library Association, which is to get \$5,000, and the Baptist Church Society, \$4,000, to help pay the pastor's salary. For the betterment of negroes in South Orange, Mass., receives \$5,000; the Children's Aid Society of New York \$2,000, and the Tribune Press Air Society \$1,000.

BELGIANS HERE TO SEE OUR HYGIENE METHODS

Fifteen Belgian school teachers, who will spend a year studying American methods of child hygiene and education, were among the passengers of the Ryndam of the Holland-America Line, which arrived yesterday from Rotterdam. The teachers are traveling under the auspices of the Commission for the Relief of Belgium Educational Foundation, of which Herbert Hoover is president. They will attend a reception to-day at the Hotel Pennsylvania. Secretary and Mrs. Hoover, George Barr Barber and many others prominent in the relief work are expected to be present. The delegation was met by Perrin C. Galpin, assistant secretary to the commission, and Miss Farnham Harrison of Atlanta, Ga., who was abroad in Belgian relief work. Ten will matriculate at Columbia University, where they will be at Whittier Hall, and the others will attend the Massachusetts Institute of Technology at Boston. Four are graduates of the De Croly School in Belgium and three are members of the faculty of that school. Others were in war work. The Ryndam had 205 first, 303 second and 186 third cabin passengers. Judge Learned Hand of the United States District Court, Mrs. Hand and their four daughters, who have been traveling in Europe, were among the voyagers. W. K. Ziegfeld, Jr., who headed an expedition into Russia to take motion pictures, reported that he had obtained 40,000 feet of film.

PERLMUTTER TIRES OF NAME.

Justice Gannon in the Brooklyn Supreme Court yesterday authorized Martin Perlmutter of 152 Fifth-third street and Irving Weinstein of 150 Fifth-second street, Brooklyn, to change their names.

Perlmutter henceforth will be known as Perla, because of other name was of foreign origin and the subject of caricature, and Weinstein hereafter will answer to the name of Winston. Weinstein is of German origin, the petitioner said, and means "crying alone."

SURFACE LINES HAVE CHIEF TRANSIT GAIN

Register Three-quarters of 98,404,530 Increase in Fiscal Year.

TRAFFIC ON 'L' LOSES

Commission Finds Subways to Be Needed Urgently for Many Sections.

AVERAGE RIDE IS LONGER

Heavy Falling Off Shown by Sixth Avenue Elevated Recently.

More than two and a half billion revenue passengers rode upon the surface, subway and elevated lines of New York city last year, according to figures made public by the Transit Commission yesterday. This traffic was divided approximately 60 per cent. to the rapid transit routes (elevated and subway lines) and 40 per cent. to the surface lines. The total traffic—2,590,313,728—represents an increase of 98,404,530 over 1921.

Curiously, more than three-quarters of this increase was upon the surface lines, the increase being divided 23,087,691 to the rapid transit lines and 75,316,839 to the surface lines. The relatively small showing for the rapid transit lines was occasioned by the fact that the Manhattan elevated, of the Interborough system, actually lost traffic to the extent of 25,776,235 as compared with 1921.

The figures were collected by the commission from the monthly reports supplied to it by the railroad companies, and cover the fiscal year ended June 30. The traffic upon steam railroad and omnibus lines is not included. Only one omnibus line—the Fifth Avenue Coach Company—reports its traffic to the Transit Commission.

Traffic Grows Rapidly.

The figures show that the traffic of New York still continues to grow by leaps and bounds. The increase since 1919 has been more than 500,000,000, or at the rate of about 20 per cent. The per capita riding has increased from 421 in 1920, and 427 last year, to 448 this year, based upon an estimated population of the city in 1922 of 5,780,670. The per capita riding in 1860, the first year of which there is any record available, was 43. Illustrative of the great traffic growth and of the need of all existing facilities and for as many more as rapidly as they can be provided, the commission also has tabulated figures for former years. In 1906, two years after the opening of the first subway, the traffic aggregated a billion and a quarter. It therefore has more than doubled in sixteen years. There has, however, been no equivalent increase in transportation facilities, for while the subways have increased in number and the capacity of the elevated railroads has been increased by third tracking and extensions, the surface car track mileage has tended to decrease steadily by the abandonment of lines.

Surface Cars Just Feeders.

More rapid transit lines are needed urgently for, coincident with the increase in traffic, the length of ride has increased, and it has been demonstrated that with the increase in general vehicular traffic and street congestion the surface cars, while practically indispensable and while possessing tremendous possibilities for short haul and feeder traffic, are becoming less and less a solution of the long haul transportation problem.

No exact analysis has been made to account for the heavy falling off in Interborough "L" traffic. The heaviest loss was upon the Sixth Avenue elevated line, where the decrease was more than ten and three-quarter millions. The next largest loss was upon the Third Avenue line, where the decrease was about 7,800,000. The Ninth and Second Avenue lines lost 4,500,000 and 2,500,000 respectively. Interborough officials are inclined to attribute some of this loss to removals to Brooklyn and to suburban sections.

The large loss on the Sixth Avenue elevated line probably is due in part to competition offered by the adjacent Broadway subway of the B. R. T., which during the year had a large gain in traffic. The gain upon the Interborough's West Side subway line, amounting to 1,640,763, also may account for some of the loss both upon the Sixth and Ninth Avenue elevated lines.

Gain by B. R. T. Notable.

The increase upon the B. R. T. elevated and subway lines was this year 28,776,238 in a traffic of 44,747,228, which is approximately two-thirds the number of passengers carried upon the Interborough's rapid transit divisions. The Brooklyn company's subway and elevated lines last year gained a little over 28,000,000. The B. R. T. gain is attributed in part to population expansion in Brooklyn Borough and also in part to the opening of its Broadway subway through the heart of downtown Manhattan. Upon this line in the last fiscal year 11,183,747 fares were collected, a little less than one-fourth of the total B. R. T. rapid transit traffic.

Other Brooklyn company rapid transit gains were represented by about 5,000,000 upon the Brighton line, about 3,000,000 each upon the Fulton street, Lexington Avenue and Broadway elevated lines; by about 2,000,000 on the West End line and a little over 1,000,000 each upon the Culver, Sea Beach and Center street loop lines.

The Hudson and Manhattan Company, operating the McAdams tunnel, had a traffic of 99,104,880, which represents an increase of 3,497,244 over 1921 and is practically the same as the increase in each of the two preceding years.

Equally interesting changes are to be noted in the figures of surface car traffic. Brooklyn Borough with a record of 472,538,093 fares collected upon its trolley lines—the largest figure of any borough—showed an increase for the fiscal year of 54,431,466. The Manhattan surface traffic this year was 388,367,767, an increase of 4,229,743.

Boy Changeling Mystery Put Up to Jersey Jury

THE Grand Jury in Jersey City was told yesterday to try to find who is the mother of an infant boy born about seven weeks ago in the Bergen Sanitarium. An investigation will begin soon.

The boy and a girl were born in the sanitarium the same day. When a nurse took the boy to the bed of Mrs. Edward Rich of Jersey City she refused to accept it, saying her newborn child was a girl. The other mother accepted the girl. The boy was sent to the Mother's Institute and Mrs. Rich started suit against the hospital.

SUSPECTED BOOTLEG ASSASSINS KILL ONE

Stray Bullet Wounds Another in Midday Attack on East Side.

Guerrilla warfare being waged among alleged Italian bootleggers on the East Side shortly after noon yesterday registered another casualty, when Ignazio La Barbera, 40, an olive oil and perfume merchant of 321 East Eleventh street, was shot to death by two assassins, who escaped.

Santa Di Borna, 58, a shoemaker of 239 East Eleventh street, in front of whose place the shooting occurred, was wounded by a stray bullet. He was struck in the left foot and was carried to Bellevue Hospital.

A still and forty-gallon cans said to contain alcohol were found in a basement under La Barbera's store. George Brozzo, partner of the man slain, was taken into custody on alleged violation of the Mulan-Gage law.

The assassins of La Barbera, who, according to relatives, leaves a widow and six children in Italy, fled into a hallway after the shooting and escaped over a fence through East Twelfth street. Two revolvers, apparently discarded by the murderers, were found in the yard at 227 East Eleventh street.

Hundreds of men, women and children rushed into East Eleventh street following the shots. Capt. Tighe of the East Twelfth station called out the reserves to hold them in check.

Assistant District Attorney Morgan Jones late yesterday questioned six witnesses. None was held. Descriptions of the two assassins and of a man with whom La Barbera was talking just prior to the shooting were supplied.

FALL FROM ICE WAGON KILLS 5-YEAR-OLD BOY

Joseph Oliver, 5 years, of 652 Ely ave., New Island City, was killed instantly yesterday when he fell from the rear wheel of an ice wagon. The wheel passed over his head, crushing his skull. Augustino Emolugo of 443 East Forty-eighth street, who was driving the wagon, said he did not see the boy when he started his horses. Ambulance surgeons said death was instantaneous. The body was removed to the child's home. Emolugo was not held.

ALL RACES GIVE ZEST TO BIG BABY PARADE

Cave Woman Stuff Plied by Six-Year-Old Adds to Interest of Day.

THRILLS PLENTIFUL

Many Added Starters Noted as Procession Moves Out Cherry Street.

FURORE CLOSES BAZAAR

Eight Nations Pay Homage to Miss Sarah Minsky as Columbia.

At the height of the furor that attended the great baby parade in Cherry street yesterday Birdie Greenspan grasped Owney Flynn by the ear and in three wrenches reduced Mr. Flynn to a trifle more than nobody at all. Birdie Greenspan was doing her best. Any fair minded person will agree that too much is not to be looked for from a girl six years old. Moreover, Birdie had volunteered to impersonate Kathleen Mavourneen only after the girl who was booked for the part had come down with a severe stomach ache and had to be carried home.

Owney Flynn is six years old, too, and he was the driver of the jaunting car that held himself (Wolf Tone), Margaret Galbraith (Mrs. Wolf Tone) and the substitute Kathleen Mavourneen. The trouble began the moment the parade moved down toward Market street. You must understand that by no stretch of imagination could Birdie Greenspan be said to resemble Kathleen Mavourneen. In fact, so little did Miss Greenspan look like the much sung Irish lady that the ten or twenty thousand persons who participated in the furor on the sidewalks called attention to the disparity. It was too much for Mr. Flynn. He walloped the pony in the shafts and turned to Kathleen Mavourneen Greenspan, who was having a perfectly grand time what with all this conspicuousness and everything, and said:

"You're a hell of an Irishman."

Miss Greenspan Acts.

Naturally Birdie Greenspan, who had been doing her best, resented that. She pondered over the insult for a moment

and then decided that no true Greenspan could stand for that. It was then, therefore, that she took Mr. Flynn by his six-year-old ear and brought about one of the several thousand thrills of the great baby parade. The parade was the grand finale of the bazaar held in the playground opposite Madonna House, the wonderful refuge for old and young that is conducted by the Sisters of Christian Doctrine at Market and Cherry streets.

As planned, the parade was to start at 3 and contain about 300 children. It started at 3 and before it had got down the block there were 500 kids in it. For example, Mrs. Siroci with Angelo, her youngest, on her shoulder, would behold Mrs. Spilak wheeling her Benny in the parade and Mrs. Siroci made it her business to join the procession that the throngs might not miss the opportunity of observing that Angelo was three or four times the baby that Benny was.

It is known that there were ten nations and races represented by those babies. There were Irish, Italians, Spaniards, Chinese, Syrians, Russians, Austrians, Czechs, Greeks and Poles in the lineup. And conspicuous was Lili Wully Jackson, as black as two aces of spades and all dressed up to represent Father Knickerbocker. There were several great floats and one in particular called "The League of Nations," and bearing eight tiny kids, each of different nationality and each wearing a crown and costume of his fatherland. They sat around a table—an Italian, a Greek, a Chinese, a Spaniard, a Pole, a Czech, an Irishman and an Australian, all standing on the table was Columbia (Sarah Minsky).

Bigwigs All Present.

The Fire Department Band led the way, and following came such nobles as Mrs. Antonio Pepp's Sabatore (as George Washington) and Mrs. Cella Ricca's beautiful Rosie as Martha Washington. What a beauty Rosie is! And then came but Cacatore Mello, 6 years old, all done up to be Gen. Pershing. Next The Maid of Orleans, when everybody recognized as Yetta Zamoulinek, and, bawling so loud that even the band could not drown her notes, came Joe Trovato as St. Michael in an eight pound helmet and a heavy tin suit of armor.

There was a Japanese float on which three Chinese kids sat with Bella Sternberg as Japanese ladies, and then there was Raymond Hayes on a float of his own, whereon he was impersonating a doughboy smugling opium. There were hind barred wire entanglements. There is not space enough to go on with this. The parade went up Market street and through Henry and into the playground, where stood a reviewing stand containing

judges. There were twenty prize cups, medals, watches, bicycles, kiddie-kars, rosaries and sets of knives and forks.

The largest of the silver cups was won by Helen Georgianna-Hise, who was asleep from beginning to end of the furor because she is only 5 months old. Helen was judged the finest physical specimen in the parade and it is entirely likely that her superior does not live. Helen was the first and foremost of all the prize winners.

Prizes were awarded to Pietro Mastriacine, Josephine Camminato, Salvatore Peppé, Rusto Nicolo, Jennie Nelson, Ethel Reid, Helen Martin, Dorothy Mulles, Mary Canavoto and many more. It was wonderful. And finally, with the trains roaring across the Manhattan Bridge and ten thousand people screaming in Cherry street, the band played "The Star-Spangled Banner" and the Irish, the Jews, the Spaniards, the Czechs, the Syrians, the Austrians, the Greeks, the Poles and the Greeks stood up and sang it. Francis Scott Key never would have recognized the words, but there was no mistaking the tune.

CRIMES ARE SUSPECTED IN ABANDONED MOTORS

Yonkers and N. Y. Cars Are Found Near Philadelphia.

Special Dispatch to THE NEW YORK HERALD. PHILADELPHIA, Sept. 30.—Two automobiles, each of expensive make and in good condition, have been found by the police here in circumstances that lead them to believe bootlegging or possibly more serious crimes may be charged to the persons who left them. Detectives from Yonkers and New York city are on their way here to assist in clearing up the mystery.

In the first, a touring car, were signs of a struggle, besides twenty-five subpoenas signed in blank by Col. William Haywood, United States Attorney for the Southern District of New York. The license number is 602478, New York. In the second car, a sedan, were a bottle of chloroform and a pair of trousers. The police said that this car carried a box resembling a coffin, which was transferred to a smaller car. The license of the first car is supposed to have been issued to T. J. Ward. The sedan was stolen from Dr. John A. Fajella of Yonkers.

Col. Haywood said last night that he could not explain the findings of the subpoenas. United States Marshal Heest said that no "blank" subpoenas had been issued and that he did not understand their being found in Pennsylvania.

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